
Z-2537
STEVEN NORFLEET
I3 to GB

STAFF REPORT
June 13, 2013

REQUEST MADE, PROPOSED USE, LOCATION:

Petitioner, with consent of fellow owners James Shook, John Gambs, Donald Ehrlich, Michael Miller and Robin Miller, represented by attorney Daniel Teder, is requesting rezoning of 20.455 acres located on the south side of Maple Point Drive, west of Sagamore Parkway and east of Concord Road, Lafayette, Wea 3 (NE) 22-4.

ZONING HISTORY AND AREA ZONING PATTERNS:

The earliest zoning maps in the office show this property zoned Industrial. That designation became the current I3 with the adoption of NUZO in 1998. Two 2-acre tracts on the southwest corner of US 52 and Maple Point Drive were rezoned from I to GB in 1979 (Z-959 and 972); they are adjacent to the northeast of the subject property. Farther to the south along US 52, another tract was rezoned for the County Extension Office from I to GB in 1991 (Z-1457). All other adjacent land is zoned I3 except for the Flood Plain farther to the south and adjacent to the southeast associated with the Elliot Ditch. (Neither the official mylar zoning map nor the digital maps that show the floodway and floodway fringe from the Flood Insurance Rate Maps indicate the greater extent of the FP that the submitted legal description describes. A Flood Plain certification will be necessary to correct the limits of the FP zone.)

Two rezones from I3 to GB were filed in 2006 for the north side of Brady Lane and for the northeast corner of Brady and Concord Road (Z-2303 and 2304). Both cases were withdrawn prior to hearing.

AREA LAND USE PATTERNS:

These 20 acres, like many of the surrounding properties, are currently unimproved. The properties to the northeast have two businesses: Custom Trailer Solutions and Payless Auto Sales. The Tippecanoe Mall and Tippecanoe Court shopping center is farther to the northeast. The Cooperative Extension Services office and the Co-op's garden are to the east, with the County Highway garage to the southeast. The light industrial uses located in Rascal Commercial Subdivision line Rascal Drive to the southwest; the vacant land to the west on both sides of Maple Point was recently final platted as 7 Industrially-zoned lots (Wiers Subdivision). Land across Maple Point Drive to the north, formerly Rostone, is currently being used as semi-trailer parking by Wabash National Corporation. Oerlikon Fairfield Manufacturing is located farther to the north.

TRAFFIC AND TRANSPORTATION:

This stretch of Maple Point Drive, which connects Sagamore Parkway with Concord Road, was just recently completed. A “potential development exhibit” (see attached) which was filed with the rezone, shows Rascal Drive being extended east, through the middle of this rezone site, and connecting to US 52 just south of the Co-op office. (This exhibit also shows the potential for 16 future lots within the rezone area.) The city is planning a public north/south road (which would go through one of the proposed lots) connecting Maple Point Drive and the current stub end of Rascal Drive. The city would also allow a private driveway access from Maple Point Drive farther to the east.

ENVIRONMENTAL AND UTILITY CONSIDERATIONS:

Sewer and water mains exist along Maple Point Drive serving Wiers Subdivision to the west. Any additional public improvements that may be necessary, sewer, water as well as drainage concerns, will be covered during the major subdivision process.

STAFF COMMENTS:

With few exceptions, the triangular wedge of land between Concord and Sagamore Parkway has long been industrial in land use, actually extending further north along Sagamore Parkway all the way to Kossuth. Another “wedge of land” located to the east between Sagamore Parkway and SR 38 has been commercial in land use. The industrially-zoned portion, starting with Wabash National and Alcoa and extending south all the way to CR 450S, is huge. The industries mentioned, both located north of Teal Road, are firmly established with viable futures. South of Teal, the industrial uses appear to be more in flux and ripe for a potentially different land use future.

Too often, small industrially-zoned lots in a subdivision will, over time, see more commercial than industrial businesses move in. When this happens, I to GB rezones occur in a piecemeal fashion, and the subdivision becomes a mix of industrial, warehouse and commercial uses located in buildings specifically built for industry (Farabee Drive for instance). Rezoning this site GB first and then subdividing would allow the acreage to develop with commercial standards from the start.

The question is whether or not a 20 acre portion of that historically industrial-zoned area could become GB without being a detriment preventing future industrial land uses from locating nearby. In this case, there is existing GB zoning adjacent to the northeast, a proposed 16 lot undeveloped subdivision leading to one of the largest commercial areas in the city. Based on the large size of the industrially zoned area surrounding it and the existing land uses near the rezone site, staff does not feel this GB rezone would be harmful to either existing or future industrial uses.

STAFF RECOMMENDATION:

Approval